

## II. Key Integrated Strategies

### Greenwood/Phinney Ridge Phase II Neighborhood Planning

#### 1. Create a Vital Greenwood that Supports an Economically Viable Mainstreet along Greenwood Ave. N. and a Redeveloped Town Center

##### Introduction:

Our community "Main Street," the historic trolley route along Phinney and Greenwood Avenues N, has been a natural gathering place for community and commerce. Keeping the eclectic character of mixed-use buildings while strengthening the ability for commerce to thrive is a primary goal. Add to that new public amenities such as art, landscape enhancements, transit and pedestrian crossing improvements, and a workable parking plan, and you have the makings of a great street.

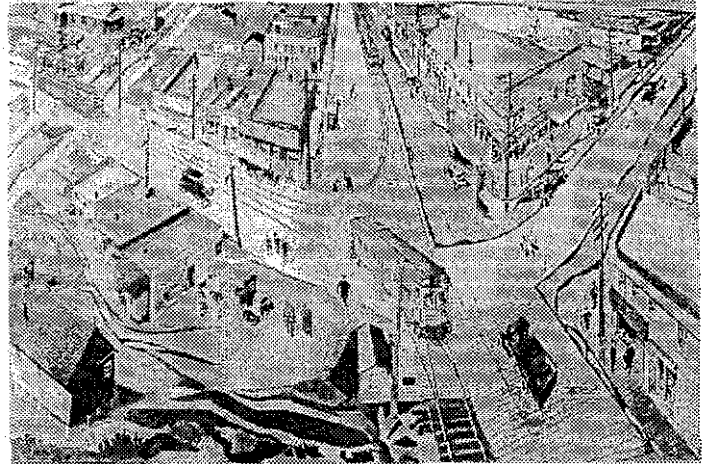
The potential redevelopment of the commercial property now home to Fred Meyer's, the Greenwood Market, and Bartell's is a great opportunity to reconceive Greenwood. Once the site of the marsh headlands of the Piper Creek Watershed, this location has the potential to become a part of what unifies the community.

To achieve this vision several **elements have been suggested:**

**Define the Residential Urban Village** to extend along Greenwood and to reflect the in-place **commercial** zoning.

Following the non-single-family zoning boundary as far north as 105th and as far south as the zoo, east to Fremont Ave. and west to 6th Ave. NW along N. 85th St. (shaded area on the Civic and Commercial Plan).

- Create a vital, pedestrian-friendly streetscape that could link a redeveloped Greenwood.
- Consider a pedestrian arcade from Greenwood Ave. west into the redevelopment area.
- Consider a joint main street / Greenwood center marketing strategy.
- Develop a shared parking and transportation management program.
- Use traffic calming, special paving, lighting, plantings and benches to enhance mainstreet and the redeveloped center.
- Develop a sidewalk and building facade improvement plan to encourage pedestrian activity.
- Reduce area litter by adding trash receptacles, increasing community awareness through education and tie local commerce into the project to improve the community appearance.



Robert D. McCausland Mural depicting Greenwood in the 1920s. Note the trolley system and the marsh.

Create a vital Greenwood civic **and** commercial area

- Locate a new library site that would support the broad Greenwood / Phinney Ridge Neighborhood Plan goals in addition to library system goals.
- Revitalize Greenwood's commercial district through both public and private improvements.
- Work with the large landowners to direct redevelopment to aid in "Community Building."
- Support the needs of the local business community for access by constituents through an integrated transit and parking strategy.
- Locate new public facilities to strategically support the "Main Street Concept", (e.g. Library, Neighborhood Service Center, Recreation Facility of Greenwood).

One of the cornerstones of the Urban Village strategy in the City's Comprehensive Plan is that urban villages be places where walking is safe and convenient. To that end the vision of the community is that the Greenwood/Phinney Ridge urban village has safe and convenient public walkways throughout and walkways leading to it.

## Civic and Commercial Plan

### KEY

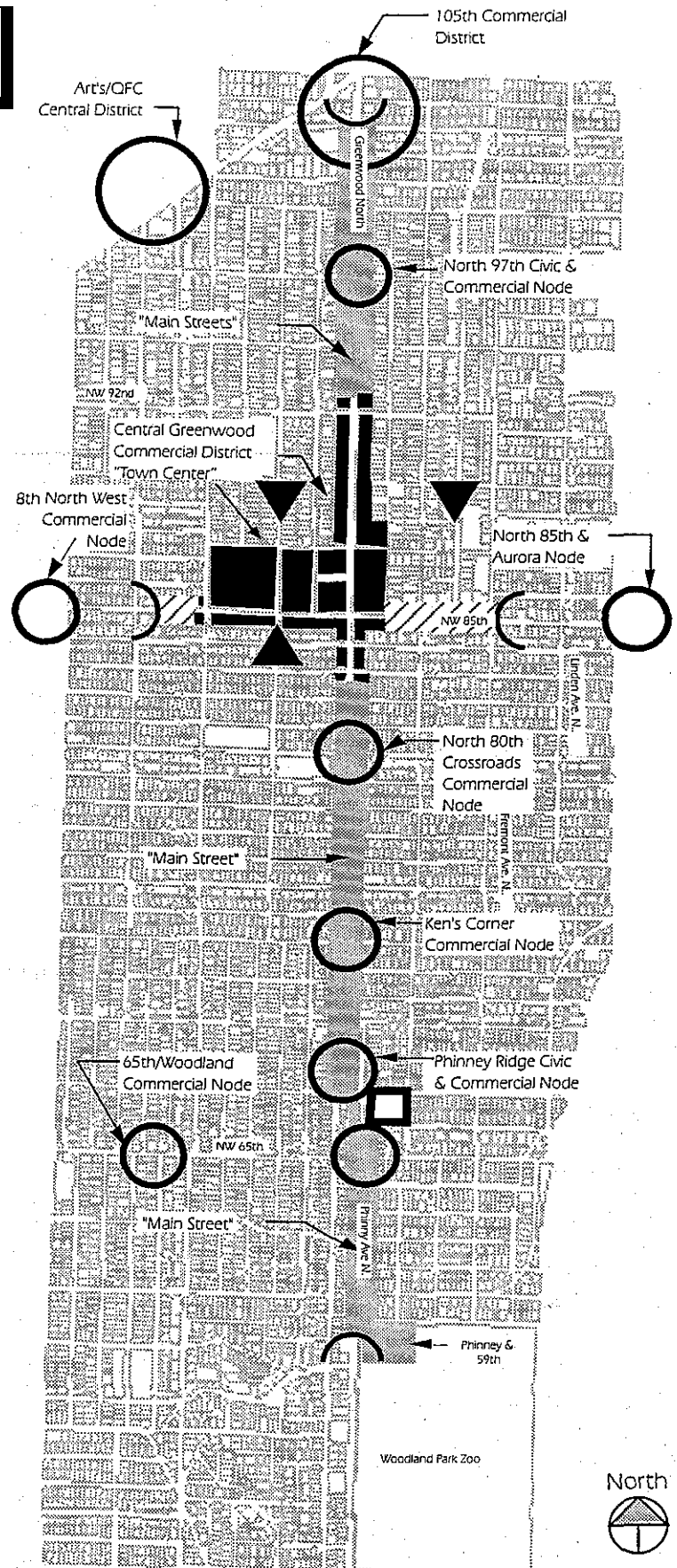
○ . Unify the main street through the development of signage, a balance of center median landscape elements and parking, and easy transit. Emphasize certain civic and commercial areas/corners along the corridor as special "people places."

⌋ . Improve the quality and character of the N. 85th "crossroads corridor" with gateways and façade and sidewalk improvements.

■ . Integrate the town center to the existing community through a strong internal street and pedestrian system. Connect the center to the main street and additional parking with an arcade or terrific walkway. Encourage the project to provide housing and utilize the natural wetlands as a northwest and Greenwood design characteristic.

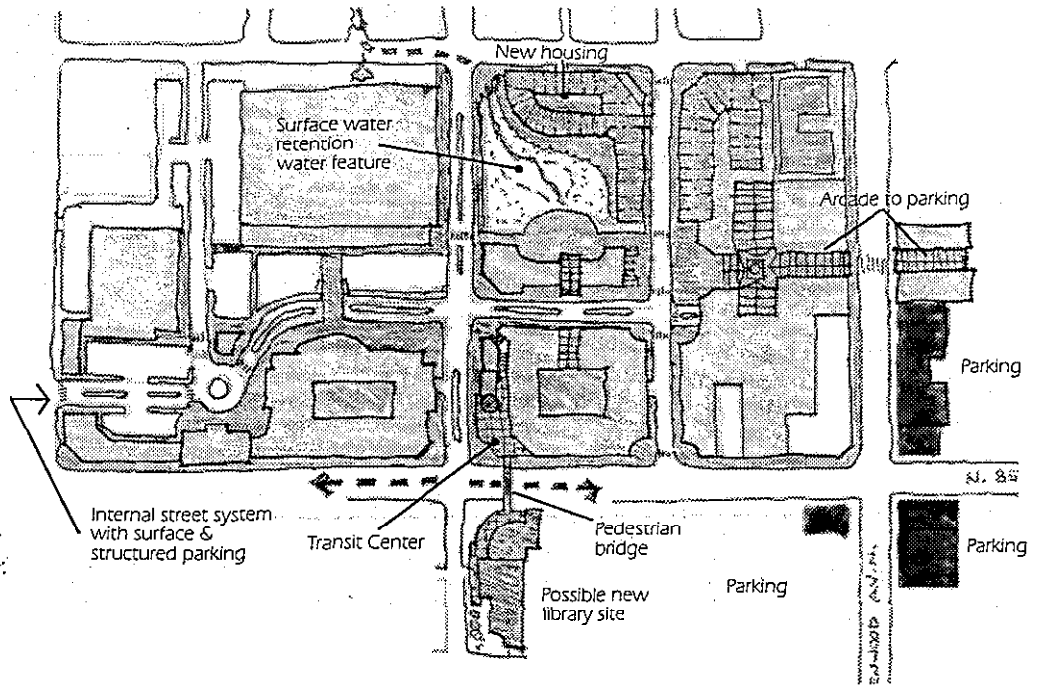
A . Build new capital facilities like the library and recreation center in dynamic proximity to the town center. Use their locations as a means to bring the community together.

O . Encourage independent commercial districts to thrive as distinct places.



Develop a master plan for the Greenwood Commercial area following these future redevelopment principles

- Keep existing street grid & add street circulation internally in redeveloped areas.
- Encourage residential development over C 1-40 zones.
- Develop a concept for integrating the natural water system into the design.
- Explore with the Owners a conceptual master plan for the future development of properties including the Fred Meyer, Greenwood Market Blockbuster Video, and McDonalds property.
- Use the natural water dynamics at N. 87th as a design component.
- Create a water feature near N. 87th St. & NW 1st Ave. that is a functional part of the Pipers Creek headwaters.
- Create an environment-friendly infrastructure



**Commercial Center Concept Plan B**—retains many existing buildings while adding a street edge on N 85th St.

Provide easy & frequent access by foot, car, transit & bicycle to the Commercial Center & along Main Street.

- Identify and locate a transit hub in Greenwood that links to the regional transit system
- Provide additional parking for business customers and acquire strategic central parking facilities
- Link parking facilities with pedestrian connections to commercial areas
- Develop a local shuttle to expand the service area, and distribute citizens and clients

- Establish a merchant "Free" 2-hour parking program for customers in these lots.
- Provide bus service with 10.11 minute headway along Greenwood corridor.
- Consider a pedestrian overpass at N. 1st Ave. and N. 85th St. that ties the commercial center to the residential neighborhood.
- Consider development in centers for public parking facilities in NC2 Zones

Connecting the historic corners and the commercial center via pedestrian walkways to parking is one of the keys to a successful redevelopment strategy.



## 2. Connect the Developing Civic Places and the Commercial Corners with a “Main Street” Plan,

### Introduction:

Connecting the civic centers and the commercial areas with a pedestrian-friendly “Main Street” will support the vitality and enhance the quality of life in our neighborhood. A “Main Street” adds much more to the urban and neighborhood fabric than just a route on which to travel. Some of the qualities of “Main Street” that we are trying to create are:

- . Easily accessible for all people, easy to find and easy to get to.
- . A setting for activities that bring people together such as work, shopping, walking as well as taking public transportation.
- . A physically comfortable and safe place to be.
- . Places to stop and talk, sit and watch,
- . A street that leaves a strong and favorable impression.
- . A commercial promenade with a unique community character

Distinctive commercial and civic places along the corridor should be encouraged. Examples of corners that we experience as positive neighborhood “places” include: “Ken’s Market/Fire Station”, the PNA/Redmill/Starbucks area, and the Library/Diva Espresso/Taco del Mar area. The community believes that commercial locations ebb and flow in vitality and does not want arbitrary boundaries to interfere with the natural development of the neighborhood’s character. This “incremental growth principle” is the community’s concept for an authentic Greenwood/Phinney development aesthetic.

The intent of the Greenwood/Phinney Ridge Residential Urban Village as an extended form along Greenwood Ave. and across N. 85th St. was to allow civic and commercial areas to

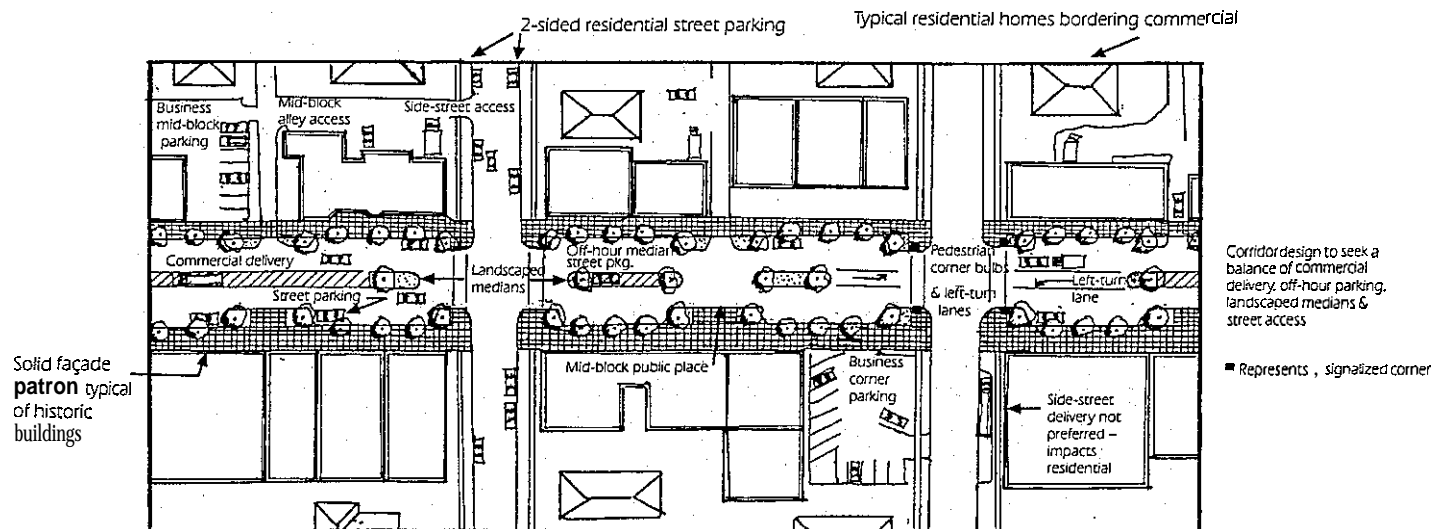
develop naturally (or not as the market dictated), and still have the connection between them be a strong and coherent Main Street. A constellation of successful businesses has emerged (without a plan) around N. 72nd St. and Greenwood Ave.. The character of this area, or node, is likely to be repeated along other blocks to the north as commercial properties such as the Ridgmont Theater (at N. 77th St.) are developed and a new library is constructed. Other nodes may develop regardless of their endorsement in this plan between N. 97th St. and N. 105th St. along Greenwood Ave. although there is currently no commercial/pedestrian focus there. Completing the sidewalks, along the arterial may encourage commercial development, but it is more likely that mixed-use projects will emerge.

The PNA Center at N. 67th St. where Phinney Ave. becomes Greenwood Ave. is another neighborhood “node” but not necessarily a commercial one. The east and west side of Greenwood Ave. between N. 67th St. and N. 71st St. will likely be developed soon. This is already taking place at N. 68th St. where an automotive business is giving way to a new mixed-use project.

As a planning group, the citizens who developed this plan recognized the potential downside to “strip development” along the length of the Phinney/Greenwood corridor. While there is trepidation among residents in the



**This new building recreates the historic one-story commercial base and sets back and modulates the housing above, and marks the corner with a tower.**



**A conceptual plan of Greenwood and Phinney Avenue potential “Main Street” Improvements**

neighborhood about the potential loss of low density, and low height buildings along the entire length of the arterial (and their replacement with taller structures), there is little that can legally be done without changes in zoning to actively prevent this if the real estate market pushes in that direction. Facade protection and design review will be used to the maximum extent to prevent out of character development.

There was little enthusiasm in the community to undergo the process associated with rezoning. The issue may again emerge during plan implementation. Our goal is to use this plan to guide public investment along the main streets and open spaces to set a high standard for the use of shared spaces which we hope, along with design review, will encourage an equally high standard of private development.

### Strategies to make this a "Main Street":

#### Historic Preservation

In every survey and public meeting there has been very strong support for the effort to conserve the ensemble of the "4 corners" buildings at N. 85th St. and Greenwood Ave. N.. As individual buildings they may not qualify for the National Register of Historic Places, or the state Heritage Register. But as a group, they are recognized as the historic landmark of Greenwood as a trolley destination in early Seattle.

The community wants to find a way to identify and conserve the historic buildings and sites within the community. The preference would be to conserve actual historical buildings with the cooperation of the owner by providing a variety of incentives. If this is not possible, then "conserving" the historic facades would be an alternative with custom design guidelines for the next generation of building.

- Develop an Inventory of "Treasured Places" - Identify buildings and architectural elements of buildings which may be worthy of preservation and conservation status, the four corners ensemble of buildings at N. 85th and Greenwood Ave. N. for example. List buildings, places,

historical sites or trees of significance,

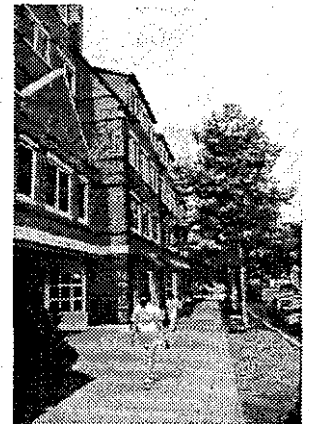
- A Historic Conservation District and/or a Facade Preservation Program should be initiated to conserve elements like a treasured facade and identify a building massing design strategy.

#### Design Improvements

To define an aesthetic standard for improvement along Greenwood and Phinney Avenues a "Business Area Facade Improvement Plan" should be initiated. The intention is to build from the City of Seattle's previous designation as a Key Pedestrian Street with a proactive design oriented plan. The plan would provide thematic goals, funding strategies, and priority projects while guiding design specifications for landscape and other street amenities:

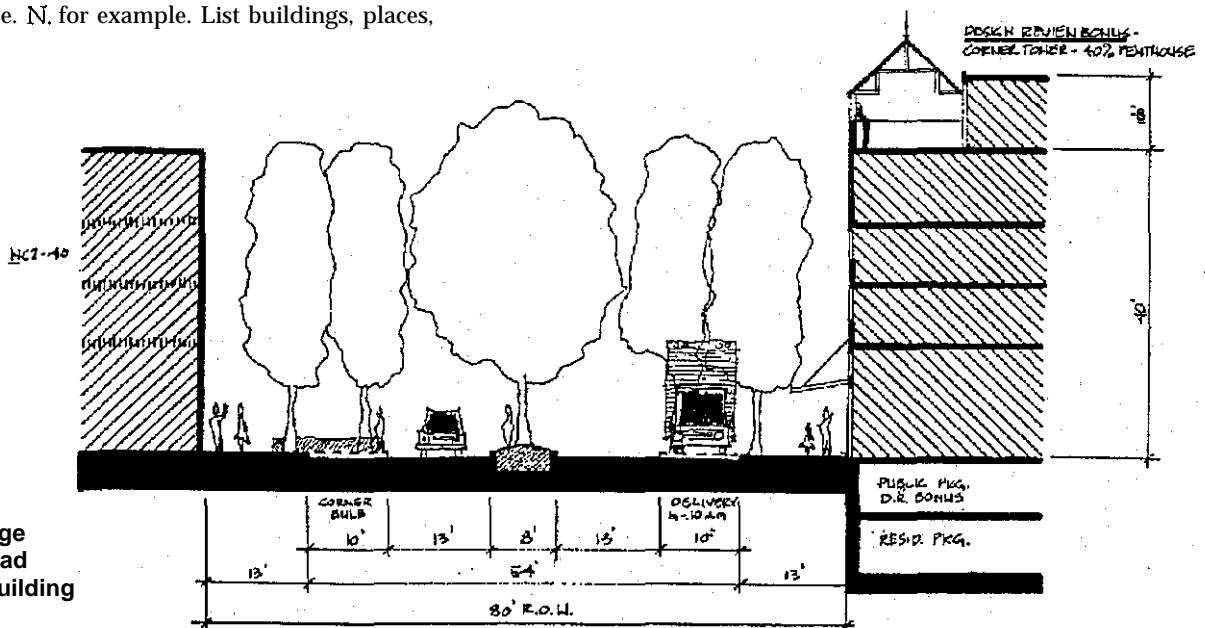
Common elements of the plan could include:

- Signage, lighting, furniture and street tree plantings to unite, or differentiate segments of the corridor.
- Design Review - Is a must for all new buildings and significant remodels in the RUJ. (See the "Draft" guidelines included in the appendix)
- Add supplementary guidelines to the city's existing guidelines to



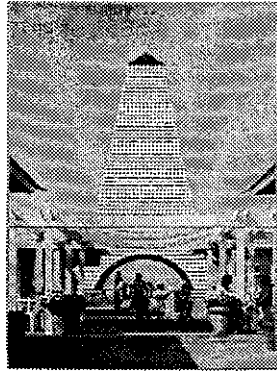
Quality materials and modulated facades with a variety of openings can produce a memorable street character.

A street section image showing possible road configuration and building design alternatives



protect and reinforce the viewsheds now available at the public street ends and corners.

- **Design Standards** Specific development standards for sidewalks and street amenities which would characterize the street. Consider using the same standards within the redeveloping town center.
- **Center Lane Amenity** Consider designing a multiple use center lane feature along the corridor. Elements that the community has said they would be interested in are a landscape median with trees in appropriate places creating a "Grand Boulevard" character, commercial truck delivery and off hour parking with signage to clarify how the lane can be used and when. Use a parking impact/management plan to ensure that the design balances needs.
- **Make Great Places** - Encourage the design definition of specific locations along the "Main Street" such as the area near the Phinney Neighborhood Association.



**Coleman Pavilion: A community gateway in Seaside, Florida by David Coleman/Architect**

The PNA is developing a master plan including a civic plaza as an example of this god.

- **Public Transportation** - Provide improved public transportation frequencies along the "Main Street" - Greenwood and 85 th.

Establish a shuttle system that provides access along the main street and connects to other key neighborhood commercial and transit areas. Suggested shuttle ideas have been: an identifiable "Greenwood Trolley" that would travel north and south from the Woodland Park Zoo to N. 105th; and a two loop shuttle system with an East Greenwood and a West Greenwood route that would complement the existing bus line frequencies.

#### Community-based Actions

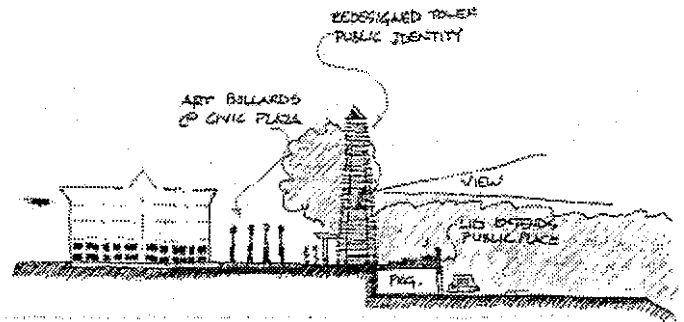
There are several models for community based funding of infrastructure and commercial development.

Some of these mechanisms include:

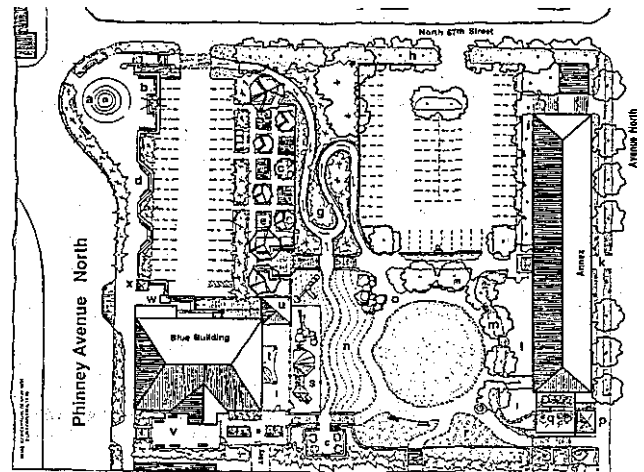
- **Local Improvement Districts** - Whether residential areas, commercial areas, or a combination of the two this is a tool to identify a constituent group, determine a desired action, and enact a funding source to make things happen.
- **Community Development Corporation** - This is a community based institution with a mission. Activities which would be pertinent to our plan are the preservation of buildings, the development of a walkway and drainage system, new and conserved housing, and

community capital facilities.

Community Arts Council and Chamber of Commerce could work to provide art and education and rally the community to improve its overall appearance.



**An adapted sketch of the Phinney Ridge air siren tower converted to be a part of a new civic plaza**



**The Phinney Neighborhood Association is developing a new site plan. This version is called the Green Heart and Culture plan.**

#### Develop a landscaped Civic Plaza At the PNA

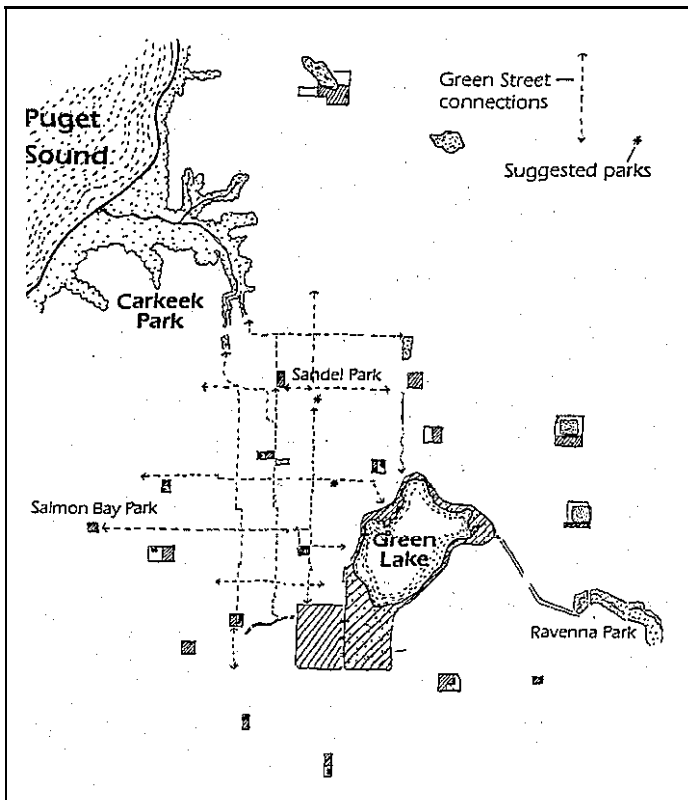
The Phinney Neighborhood Center is a tremendous asset to the entire community. Several goals for its long term vitality and its site redevelopment include:

- Securing long-term control of the property by the community
- Preserving a convenient and affordable location for community activities
- Providing a home for day care and after-school child care programs
- providing a center for the delivery of community-based social service programs
- Enhancing the property as a public gathering space
- Preserving the buildings historic character

### 3. Open Space and Walkways “Put the Green Back in Greenwood” . . .and Phinney Ridge

#### Green Vision:

We have a glimpse of our northwest heritage when we look towards Carkeek and Woodland Parks, and recall the marsh wetlands that linked to the Puget Sound via the Pipers Creek Watershed. Though the area is now urbanized, our goal is to mitigate the effects of development whenever possible and create a new “green infrastructure” to serve our community as both a surface water system and a unifying civic network of pocket parks, pedestrian oriented green streets and a re-charged urban environment



Regional open space network map

There is a need for community-based environmental stewardship groups to take the lead on developing such projects as drainage, surface water retention, and a comprehensive street tree program that will help in both improve the drainage and runoff issues and the water quality that eventually runs into Piper's Creek and the Puget Sound.

his clear the community wants to improve its internal open space and parks network. An intensive search for possible sites should be initiated with the highest priority being to serve areas where there are no parks that children and elders can walk to. Another priority is to create or expand any natural habitat areas. We want a neighborhood of well

drained, tree-lined streets that are easily accessible by safe walkways. Community parks for all ages should be equitably located throughout the neighborhood, to provide nearby open space to all citizens.

Views from our ridges should be protected and supported by civic plazas as places where we can gather and see the beautiful mountains and warm-rich landscapes that surround us.

To accomplish this goal we suggest:

**Acquire & develop additional parks & open space.**

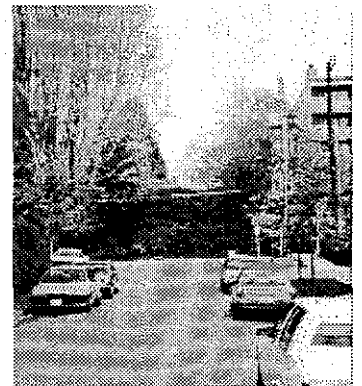
The Greenwood/ Phinney Ridge neighborhood is underserved by parks and open spaces within the planning boundaries. Fortunately, just outside of these limits are two of Seattle's finest parks; Woodland/ Green Lake and Carkeek Parks which could be looked at as regional park resources to which the Phinney Ridge and Greenwood neighborhoods can connect.

Currently there are several opportunities for enlarging this communities' open space, these include:

- Acquire, design, and create a Northeast Greenwood park at the current Greenhouse site.
- Designate the PowerLine Corridor as a public trail.
- Create mid-block, pedestrian crossings along the Powerline Corridor.
- Acquire, design, and create a park at the City Light surplus substation at NW 76th St. & 6th NW.
- Redevelop the Phinney Neighborhood Center site to enhance and increase their areas of public open space and open space qualities.
- Find a spot for a public plaza in the reemerging “Woodland/ 65th St.” commercial and residential district.
- Develop street right of way “hillclimb parks” at N. 97th and Greenwood Ave.

and N. 58th St. and 3rd Ave. NW.

Follow the GAIN plan recommendation to create a Type IV “Green Street” by closing N. 92nd between Evanston and Fremont.



The N 97th St. publicly-owned street end could be a neighborhood hillclimb park.



# Open Space Plan



Great Blue Heron in Pipers Creek. Fall 1998.

## KEY



. Identify and acquire park properties to create a balanced local park system. Continue to pursue park locations like the Greenhouse Nursery, and the N 76th St. and 6th Ave. NW substation as key sites. Acquire open space in needy locations like Woodland/N 65th St. and the SE quadrant of the planning area.



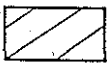
. Upgrade and convert existing public properties to parklands such as the old Phinney School site, Greenwood Elementary, and Sandel Park.



. Develop city-designated "green streets" in key locations, and organize a network of bicycle and pedestrian streets linked in them.



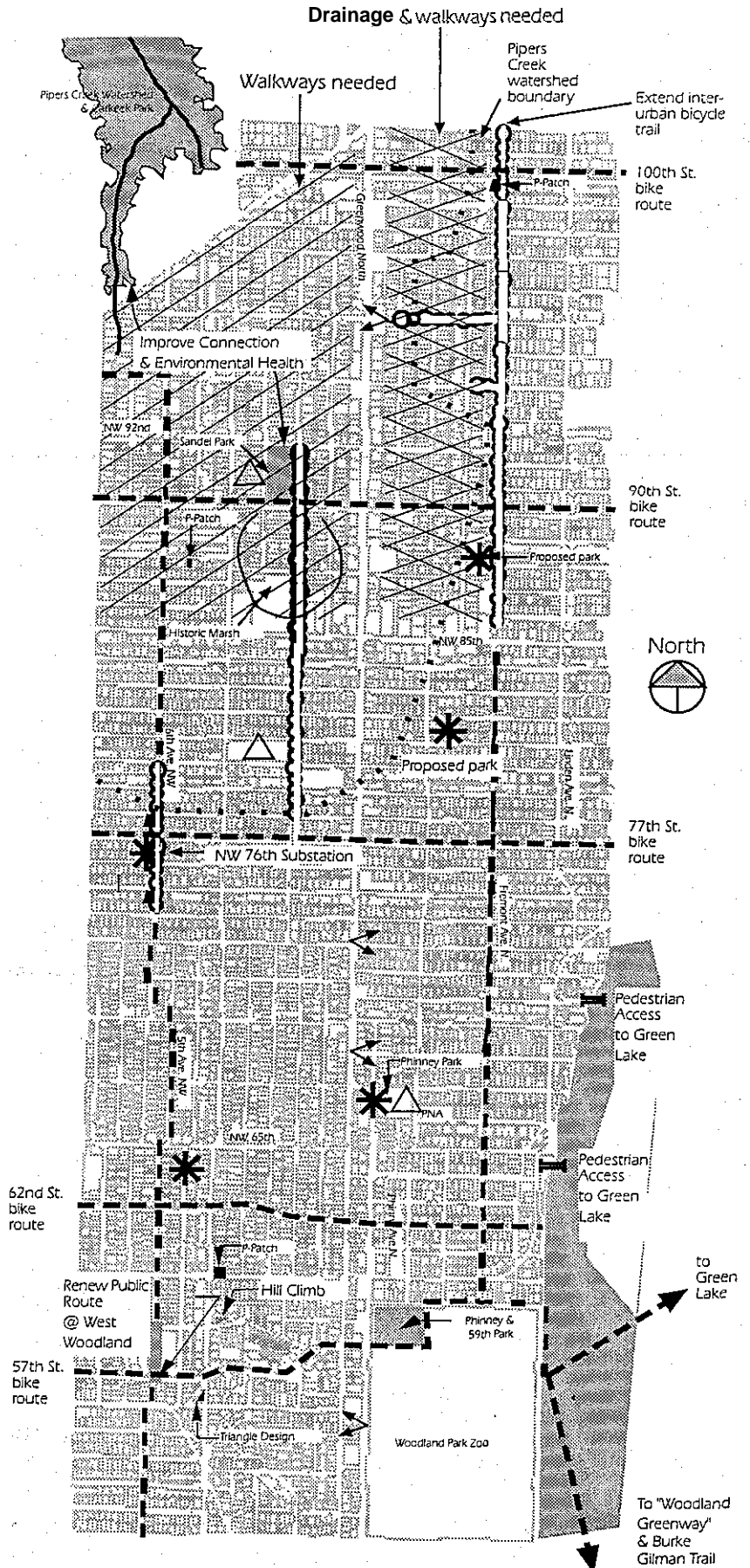
. Primary bicycle and pedestrian streets.  
• Key viewpoints along the main street.



. Northwest zone needing walkways



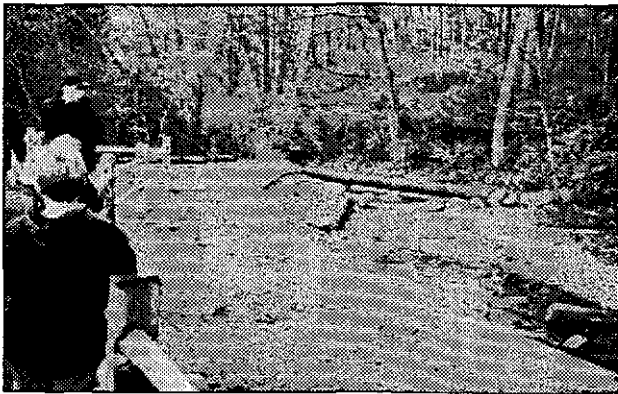
• Northeast zone needing drainage and walkways





Improve the ecological health **and** function of the Pipers Creek Watershed.

Beginning now to define long term environmental goals for the community is the legacy we wish to leave for the ensuing generations. There are opportunities to mitigate earlier development decisions which have had negative impacts on the ecological function of our community. An example is the 1970's storm water management project which directed water from the area north of N. 87th and 1st Ave. NW to 8th Ave. NW and 105th emptying into the creek ravine. Unfortunately, the volume of water reaches 300 cubic feet per second which is scouring the creek and destroying salmon habitat at a time when the Puget Sound metropolitan area is on the verge of being heavily impacted by an adverse Endangered Species Act (ESA) ruling requiring significant actions to conserve such habitat.



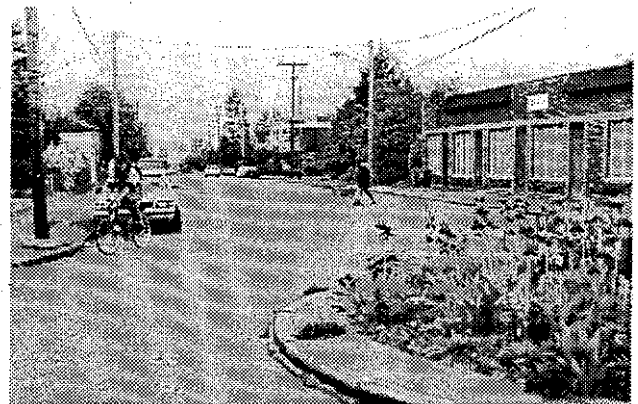
**Significant restoration efforts are underway in the Piper Creek watershed,**

From larger scale surface water retention strategies and whole planning area urban forest plans, to personal scale choices about the plants we select for our yards, and how we maintain them, there are choices we can make which can make a difference.

Some specific ideas that the community is considering are:

- Increase the natural infiltration of surface water through more permeable surfaces.
- Support the implementation of an "Urban Creek Millennium Legacy" project sponsored by Mayor Paul Schell which has identified the Pipers Creek Watershed as one of four city project areas.
- There is a proposal to consider the recreation of a marsh wetland and surface water retention system where one once existed in the northwest Greenwood neighborhood.
- Development of an Urban Forest Strategic Plan that will guide and encourage street tree plantings, and private and commercial property tree plantings and urban habitat creation.
- Build upon the environmental education initiatives already underway from the Pipers Creek Watershed Center, the Phinney Ridge fertilizer reduction effort suggested by Blake Yaffee, and the Woodland Park Zoo.

Develop **an** integrated bicycle **and** pedestrian **street and** trail network. Use existing **streets** with established street **trees, bike routes, and existing parks and cultural** resources **as natural routes and destinations of our open space** network.



**Potential park at NW 76th St. City Light property with 6th Ave. serving as part of a Pedestrian and bicycle network**

People walking throughout the area, meeting at local parks, or along a green street full of art and benches, this is the kind of image we have. Building a community that has a public presence, and where safety and natural beauty are expected.

Some proposals to create this network include:

- Paint a luminescent green stripe on all the streets where pedestrians and bicyclists are prioritized. Making our street network visible will help create a pattern of community use.
- Support a new pedestrian bridge over Aurora to Green Lake Park.

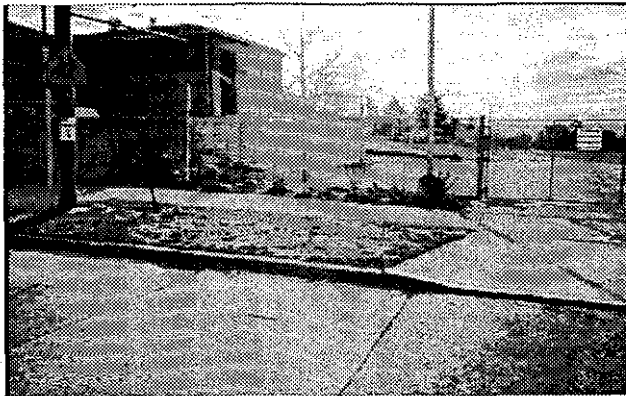
Designate the following as "Green Streets:"

Type 11: N 97th St between Fremont & Greenwood,  
103rd between Fremont & Evanston

Type 111: Fremont Ave. N 87th between Evanston &  
Fremont, consider N. 1st Ave. as our green promenade  
from N. 80th St. to N. 92nd St.. (Greenwood Elementary to Sandel Park)

Type IV N 97th between Greenwood & Phinney, N.  
92nd between Fremont & Evanston.

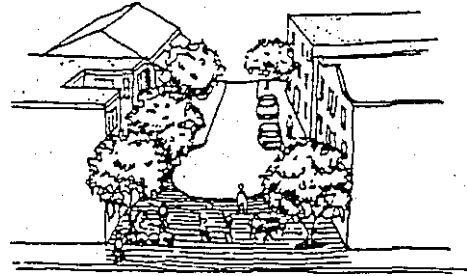
- Preserve and put in interpretive signs describing the Olmsted Route west from Woodland Park.
- Develop a bicycle and pedestrian trail along the Seattle City Light power right-of-way corridor from N 105th St. south to N 90th St.
- Add and improve bike routes along 77th to Green Lake Way.
- Provide a pedestrian oriented Type 111 green street link proposed along 1st avenue linking schools, park, cultural centers & commercial areas.
- Recognize the "Fremont Ave. Bikeway" which connects north to the "Interurban Trail" corridor to Lynnwood, and south across the north Woodland Park pedestrian bridge to the proposed Woodland Greenway which will be a linear park from N. 50th St. to the Burke-Gilman Trail in Fremont using the broad trolley route down Woodland Park Ave. N..
- Cut a public bicycle and pedestrian route through the public playfield behind West Woodland elementary. This is the natural local bicycle route along 5th and 6th Ave.
- Develop a plan for prioritizing, protecting and enhancing valuable views within the planning area.



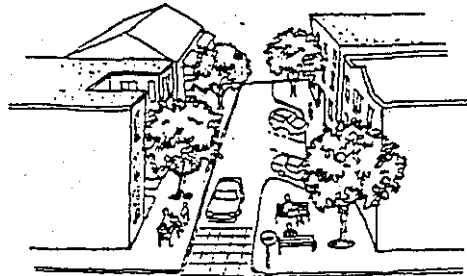
The 6th Ave. NW bike route dead ends in the currently inaccessible West Woodland schoolyard

## A Guide to Green Street Types

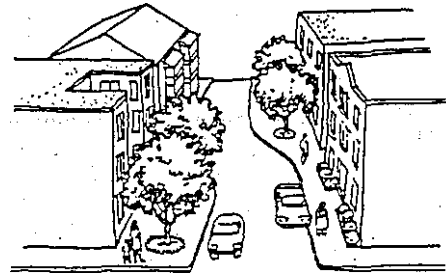
### Green Street - Type 1: Traffic Prohibited



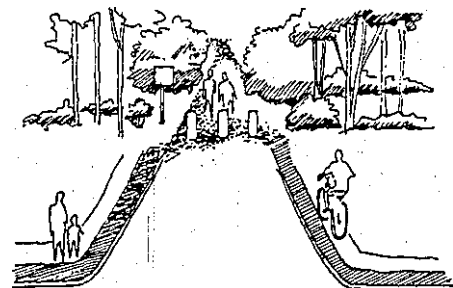
### Green Street - Type II: Local Access These street segments have been determined necessary for local circulation



### Green Street - Type III: Continuous Traffic Continuous traffic is allowed. Vehicular access in sites within the block and traffic movement between blocks would continue, but widened sidewalks, landscaping and pedestrian amenities could be provided within the right-of-way.



### Green Street - Type IV: Little or No Traffic Little or no traffic is expected on this type of Green Street. Rights-of-way in this category would include street ends which could provide neighborhood trails or access to community centers or activities abutting open spaces or natural areas.

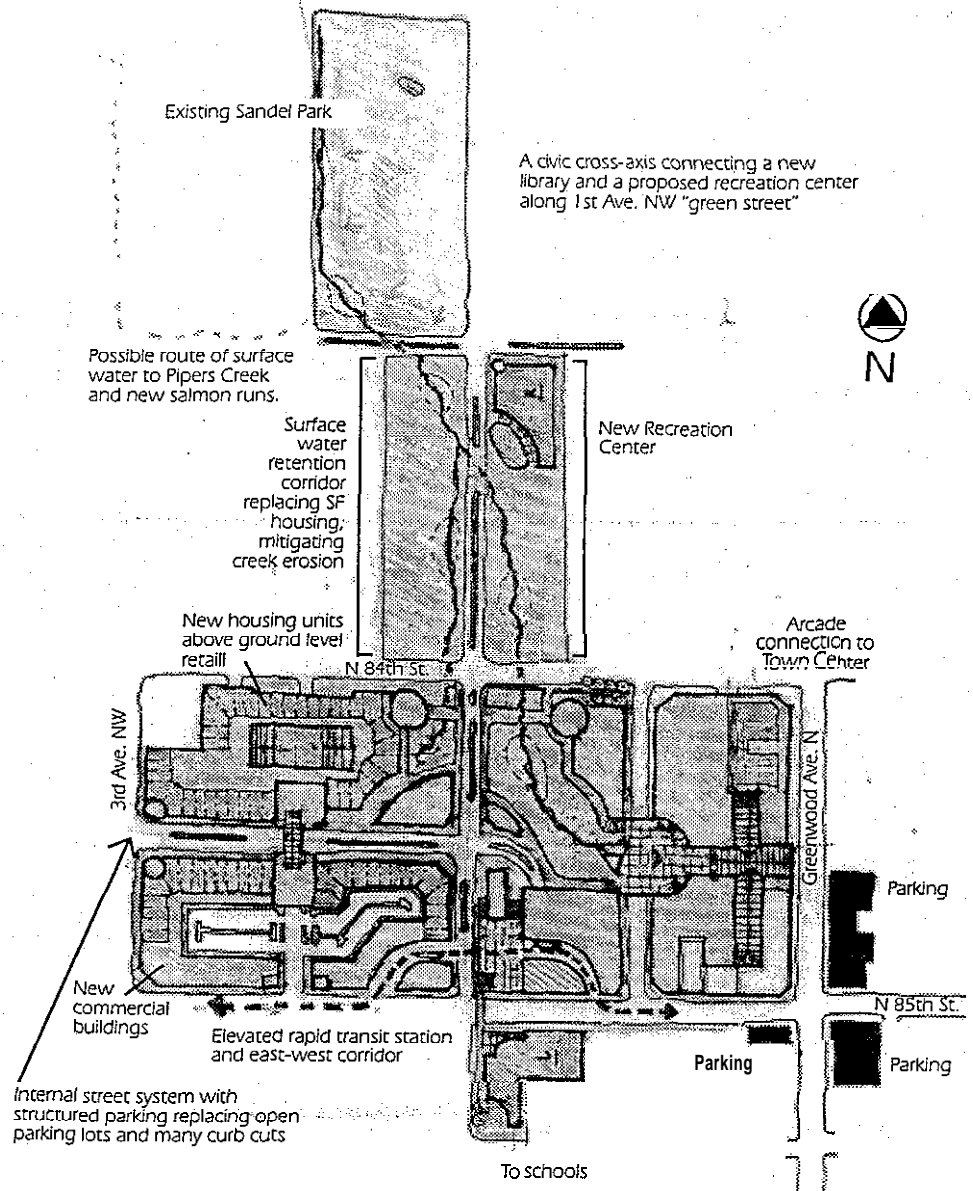


Encourage a strong Phinney/Greenwood aesthetic quality in all development including new civic buildings, commercial redevelopment and new residential developments. This would include commercial open space plaza's, significant on-site consideration of natural and neighborhood context, and creative design to enhance a "north-west environmental ethic."

Over a period of years the pattern and quality of development will define our communities character. Simple things such as flower patches edging a building, or using native evergreen plants along a residential street parkway Or significant decisions like setting a new corner building back in such a way that a public view of the Olympic or Cascade mountains is highlighted, Rewarding commercial developments that add character and quality to our community is the sign of a successful partnership between the local public constituency for private commercial endeavors.

Specific ideas that have been put forward include:

- Redevelop the Phinney Neighborhood Association site to include a public park, plaza, play areas, parking lot and/ or any outside spaces using trees, shrubs or other vegetation.
- Ensure the new library space maintains park like design attributes,
- Keep the old library site in public ownership and seek to enhance its site character.
- Work with the Owners to encourage the potential commercial center redevelopment to use an environmental theme in its projects,
- Work with property owners and developers to create quality projects along our "main street",
- Get creative in developing our "key pedestrian streets" and "green streets" in a way that will create an inspirational place to live and work.



**Greenwood Commercial Center Concept Plan A**  
A far-reaching vision of an ecological orientation to "town center" redevelopment



A lively multi-tiered streetscape with native plants and trees is an example Of desired commercial character.



First Ave. NW is envisioned as a community "green street" from Sandel Park to N 78th St.

## 4. Improve Mobility and Accessibility Regionally and Within the Community

### Mobility and Safety

Transportation and traffic management are at the top of people's concerns about safety, quality of life, and the commercial viability of our neighborhood. We dislike the effects of too many cars on our streets, but we drive them and park them anyway.

To address traffic issues means envisioning a new future with improved transit systems and better management of our streets. Visionaries see a Greenwood transit center hub and a time when you never need a bus schedule because a mainline or shuttle bus will be along every 10 minutes connecting Greenwood/Phinney to an intra-Seattle rapid transit system and improved transit access to an RTA station. Neighbors also expressed strong support for traffic calming on residential streets and collector arterials. Speeding is perceived as a big problem along with increased traffic volumes, noise, and hazardous pedestrian crossings. We recognize that some streets have to carry heavy traffic loads, and one goal is to move those cars along as efficiently as possible.

#### Specific Proposals:

- . Synchronize traffic signals throughout the planning area through existing technology upgrades. Priority area is 85th Street and streamlining turning motions at 85th and Greenwood.

- . Provide transit with signal priority at major intersections.

- . Create a transit center hub where buses can pull out of traffic to load passengers.

- . Improve access to Aurora southbound at N. 50th Street to reduce commuter usage of residential streets

- . Add crosswalks to many streets identified in the GAIN Traffic Plan (19 8S)

- . Balance the use of N-S arterials including Greenwood, 3rd Ave. NW and 8th Ave. NW through signage and signal technology

- . Use speed tables, channelization devices, flashing light crosswalks, raised pedestrian crossings, and alternating-side parking along 3rd NW and NW 56th Street to discourage speeding.

- . Remove parking restrictions from some residential streets to discourage speeding and cars using residential streets to avoid busy arterials.

- . Use traffic circles, chicanes and 4-way stops to control speeding and cut-through traffic throughout the neighborhood.

- . Participate in a comprehensive North Seattle Traffic Management Study to be lead by Seaman.

- . Use a landscaped center median along Linden Avenue to add aesthetic value and suppress speeding.

- . Use bright green paint to boldly mark bike lanes

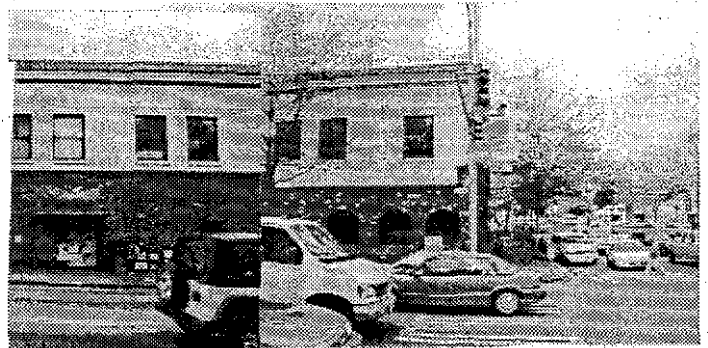
- . Study the feasibility of new entrance and exit ramps to connect Holman Road to 8th Ave. NW.

- . Add a pedestrian overpass over Aurora to allow safe access to Green Lake for the residential community of East Phinney/West Green Lake.

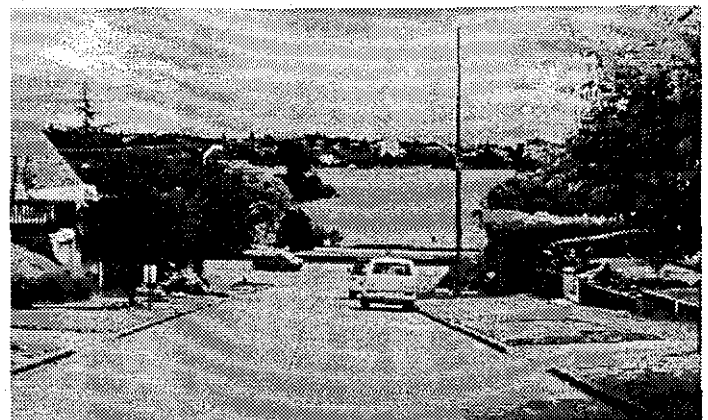
- . Provide safe crossing for bikes and pedestrians at 63rd Street underpass to Green Lake

- . Support the development of an Intra-Seattle rapid transit system as the key infrastructure improvement which can actually provide congestion relief given our narrow street rights of way

- . Provide pedestrian and bicyclist activated signalization crosswalks at several locations across the major arterials (N. 85th, Greenwood, Phinney).











Newer signal technology linking intersections along N 85th St. and Greenwood Ave. should help congestion.

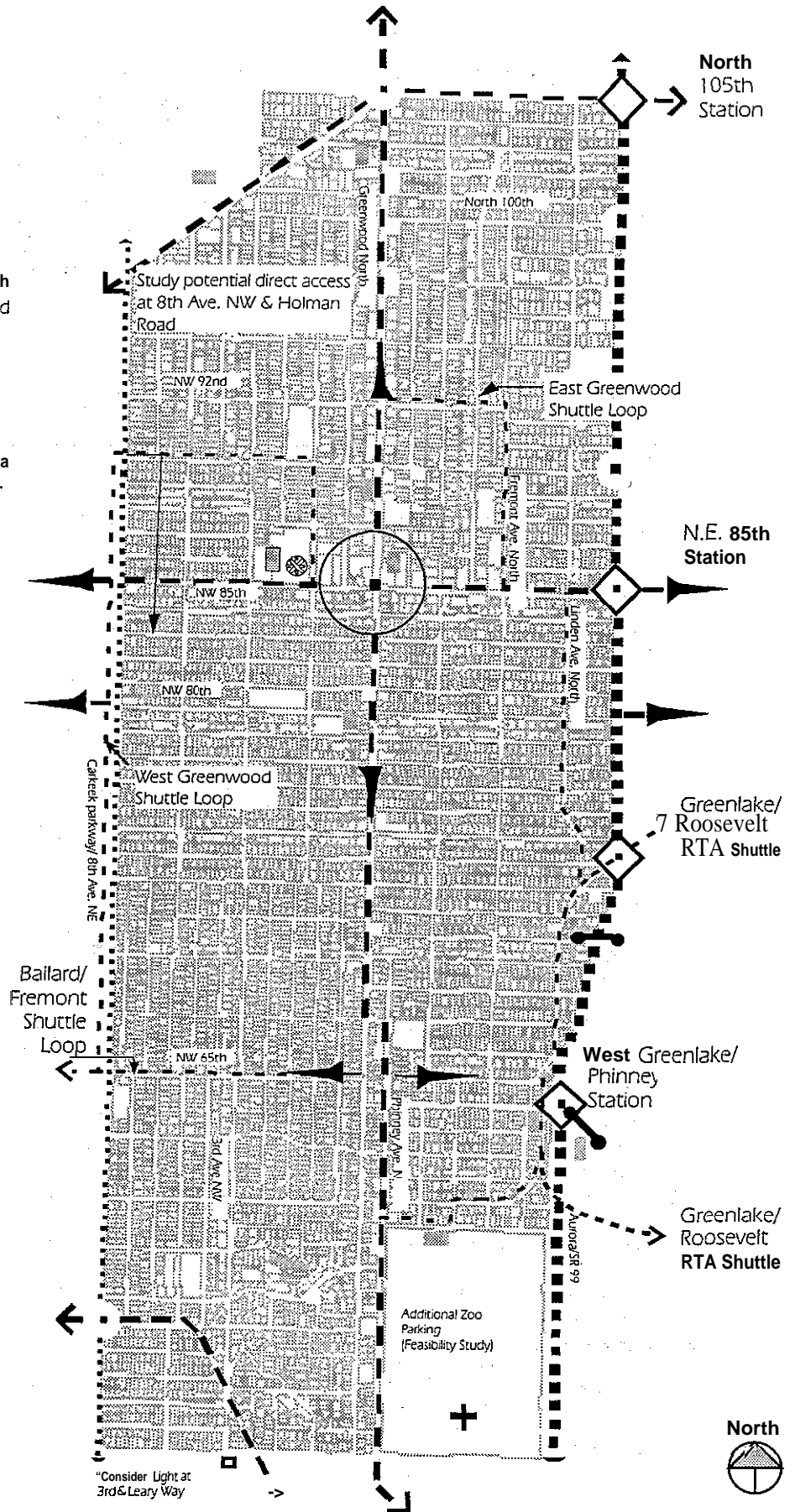


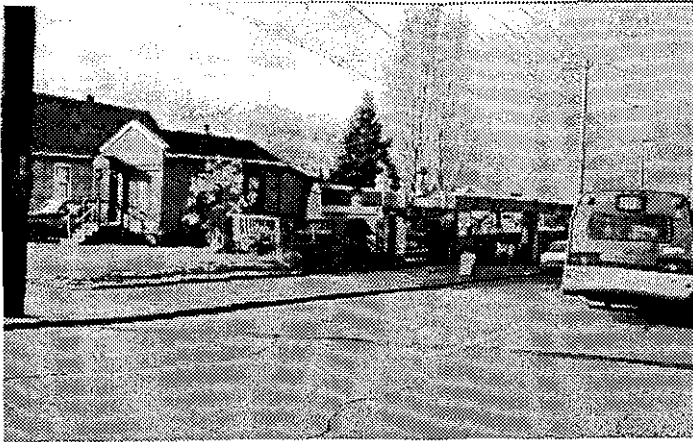
Strategically span SR99 and link Phinney Ridge with west Green Lake.

# Transportation Plan

## KEY

-  . Increase the efficiency of congested intersections through improved computer-coordinated signal corridors. Increasing the capacity of the main arterials reduces pressure on neighborhood arterials.
-  . Establish a primary transit corridor and stations using Aurora Ave./SR 99 as a north-south high-capacity rapid transit corridor.
-  . Locate a transit center near the Greenwood and N 85th St. crossroads.
-  . Support the development of an Intra-Seattle rapid transit system with major east-west corridors at Holman Road/N. 105th, N. 85th, and NW Marker/N. 46th St.
-  . Strengthen the efficiency of existing arterials, primarily 8th Avenue NW (Carkeek Parkway) and the east-west arterials.
-  . Strategically locate parking to support the commercial districts through city/community partnerships.
-  . Additional parking feasibility study at the Woodland Park Zoo. Identify and implement a parking management program to optimize existing parking lots and opportunities for street parking.
-  . Improve the existing bus service to 10- to 12-minute intervals along the Greenwood Ave. N/Phinney Ave. N corridor: consider supplementary local shuttle service with 15-minute loops to bring the community to the public amenities and the commercial districts.





**Neighborhood shuttles are intended to link citizens to commercial districts and civic resources**

**institute transit improvements to increase ridership, and review the Northwest Seattle arterial structure for system-wide efficiency.**

Our neighborhood feels that increased frequency, and supportive shuttle routes would improve use.

- . Increase the frequencies of line buses such as the 5.355, and 48 to 10 minute headways from 6 am to 9 pm. These increases should not result in a decrease in frequency for any existing route servicing Greenwood and Phinney.
- . Provide signal prioritization for buses on N. 85th and N. Greenwood Ave., and reduce the pickup locations for the 5 Express to speed the route up.
- . Establish a neighborhood circulator shuttle route to supplement the main routes. Our "Transportation Concept Diagrams" looked at east and west Greenwood circuits that would collect citizens from the surrounding residential areas and connect to the north-south Phinney-Greenwood Ave.'s commercial district and other bus routes and amenities at the perimeter of the planning area such as the SR 99 transit corridor.
- . Make specific improvements to provide character and shape traffic flows. Examples are extending the center median along 8th Ave. NW (rename Carkeek Parkway) from N. 85th St. to Holman Rd. NW.; designing pedestrian crossings along 3rd Ave. NW with lighted speed tables to slow traffic and beautify safer crossings; develop a coordinated streetscape for the Linden Ave. and Winona corridor with medians, crossing bulbs and signage, including a clear connection to the proposed pedestrian bridge to Green Lake Park.
- . Participate in a NW Seattle Traffic Study as proposed by the Fremont Neighborhood Plan. This is an attempt to draw the City of Seattle, other neighborhoods, industrial associations, and chambers of commerce into a district wide analysis.

There is a broad feeling that many of the arterial roads and congestion points should be analyzed at a larger scale. Some arterials such as 3rd Ave. NW carry heavy loads and its neighbors would like some relief, while other industrial and commuter arterials like 8th Ave. NW appear to have unused capacity, but nowhere to go.

Support strategically placed **parking** facilities to support goals of neighborhood plan

Because of the long, narrow shape of our proposed Residential Urban Village providing adequate parking for commercial enterprises, while not negatively impacting the surrounding residential districts is a challenge. A coordinated parking management effort including trip reduction, and shuttle access needs to be coordinated with a parking strategy.

In the town center there are existing surface parking areas which should be conserved and united with other urban design goals such as pedestrian arcades connecting across Greenwood Ave. to other parking areas.



**Improvements to SR99 could include better vehicular access and an Intra-Seattle rapid transit station near N 65th St.**

**Improving mobility and access for all residents is a central planning concern.**





## 5. Support infrastructure improvements in the northeast and northwest quadrants.

### Introduction:

Infrastructure improvements in the northeast and northwest quadrants of Greenwood have been a concern for a very long time. Residents experience problems with flooding, pedestrian safety from vehicular traffic cutting through their neighborhood, and a sense of neglect due to the lack of basic amenities.

The City of Seattle in partnership with residents should embark on a specific set of actions to accomplish basic improvements. There are opportunities to keep the valued character of these neighborhoods, while adding innovative water retention and drainage systems, a "north greenwood" style walkway system.

Full, standard, and complete street improvements including pedestrian walkways and transit stops (bus) should be provided on all existing major/principal arterials where they do not exist or only partially exist.

- Both sides of Greenwood Ave. N. between N. 92nd and N 105th St. Arterials include N 85th, and N 105th St. Improvements should include concrete sidewalks, curb, gutter, drainage, street trees at a minimum to match existing conditions.
- Review and apply Final Staff Report on Sidewalk and Related Storm Drainage Improvements, June 16, 1997
- No less than one mile per year of new all weather, ADA accessible, paved sidewalk, and/or walkway on public right-of-way should be provided within the Greenwood/Phinney neighborhood, starting in 1999.

Address drainage and walkway needs of northeast & northwest quadrants

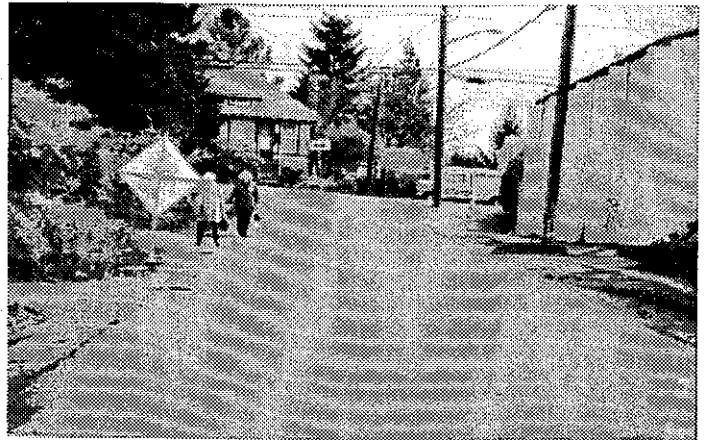
Working with the neighborhood, The City should initiate a community outreach effort to specifically identify walkway preferences and priorities for the community walkway and drainage system,

Seek innovative methods to mitigate storm overflow surges into Piper's Creek watershed. Work very closely with the watershed coordination effort, including the Mayors "Urban Creek Millennium Project". Reach out to the community to participate in surface water retention efforts.

Support the inclusion of ecological restoration concepts in the redevelopment of the commercial properties that are located in historic wetlands.

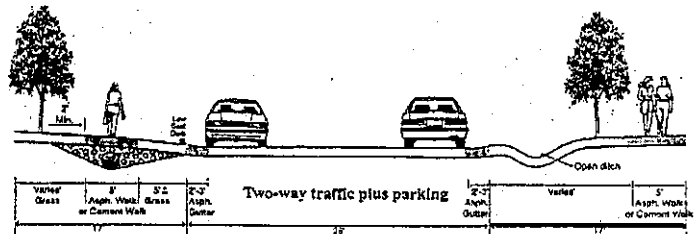
Specifically use the proposed pedestrian network (Strategy 3) and capital improvement to catalyze the neighborhood districts renewal.

- Any ecological restoration efforts should be designed to be community amenities and an "intrinsic" neighborhood characteristic.



N 87th St. lacks the basics of an urban environment.

- The new walkways system should lead the way to resources such as the commercial center, green spaces, parks, and transit connections.
- A new recreation center located in the NW quadrant would balance and direct public amenities.



Seattle Transportation Dept. is developing a menu of sidewalk and drainage options.

Greenwood will have choices of street amenities,

